

Mr. BALDWIN: On the first question, Mr. Rynard, the matter of the overall type of survey that you mention is a little bit difficult to contemplate in terms of organization. However, we are trying to achieve very much the same sort of thing at the present time by means of a joint travelling team, along with the Department of Public Works, composed of both engineers and economical advisers from the two departments. This team has been visiting quite a number of the harbours involved in the Great Lakes' system at the request of the local municipal authorities.

We have been discussing the matter with the local authorities. This team reports, to the Department of Public Works, what they think the future holds, or will hold for a particular area. So that, in fact, is what is being done by this team project.

The second point regarding the Trent valley canal, of which we are very proud because of the fact that it is one of the important historical and attractive tourist waterways of the North American continent, is that we are anxious to improve the facilities there and are doing our best to accomplish that.

The question as to whether the admittedly old marine railways should be replaced by new canals now, or should, on an interim basis, be replaced by a new, better and bigger marine railway until the traffic proves the necessity of having a canal, is purely one of dollars and cents.

Our discussions with the treasury board so far have indicated that the next step would probably appear to be a bigger and better marine railway since the present ones are rather poor.

We have this plan in mind, and if the waterway traffic should develop even further then further consideration might well be given to the question of canals.

Mr. RYNARD: Mr. Chairman, I am very happy to hear that assurance given by the deputy minister. I would just like to remind him of the fact that he does not get up that way very often, but I can assure him that I was over that road last Sunday and know that the number of boats going through there is terrific.

During one day last year there were more boats put through than there were during the whole season in 1939. In 1957 there was double the number of boats going through than there was in 1955.

I am sure, Mr. Baldwin, that if you build another marine railway there you will not be able to handle the traffic or size of boats that will necessarily have to go through. I am sure you are sympathetic from a national standpoint, and I appreciate that, but I wish you would take a good long look at the situation there.

The CHAIRMAN: Thank you Dr. Rynard.

I might mention that I was president of the Trent waterway development association for six years. This association represented all the cities and towns for 250 miles along the canal.

Mr. RYNARD: I should have mentioned that fact, Mr. Chairman.

Mr. CAMPBELL (*Stormont*): Apropos of Dr. Rynard's first question, let me say that about every four of five years the city and municipal authorities of Cornwall have made representations to the previous administration and ministers of transport in order to get something in the nature of a coherent economical survey of the harbour potential of Cornwall.

I am delighted to say that it was a result of this present administration—in fact very recently, about two weeks ago—that we had a full completely comprehensive inspection of the harbour potential at Cornwall. There were these—what shall I say—very responsible experts who came down there. They spent two days going into the whole thing extensively interviewing anyone who wanted—